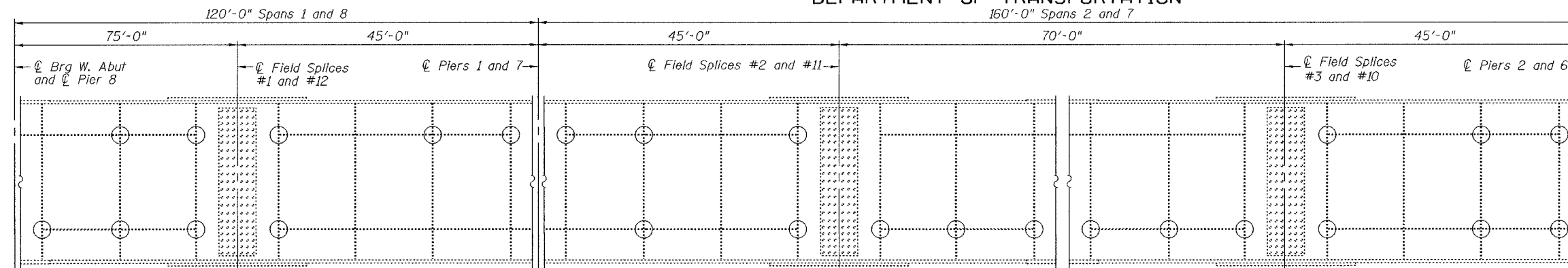


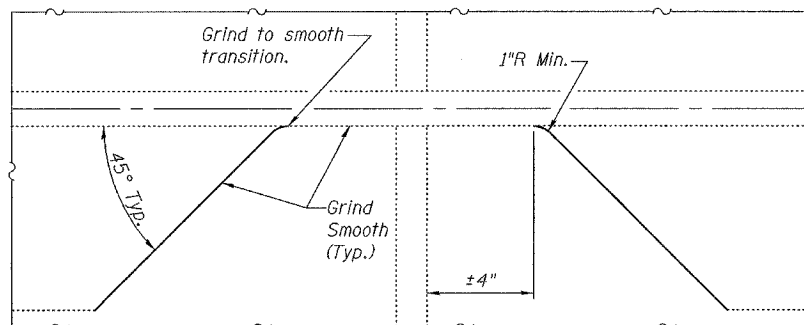
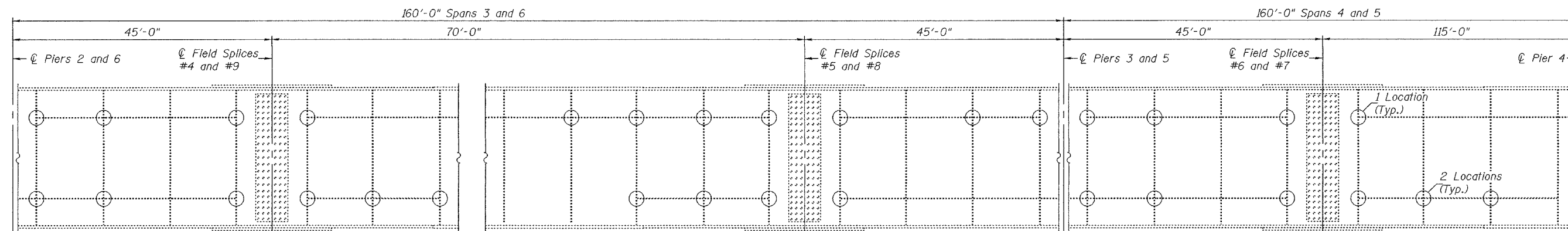
STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		White	77	59
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		

SHEET NO. 3  
12 SHEETS  
94861



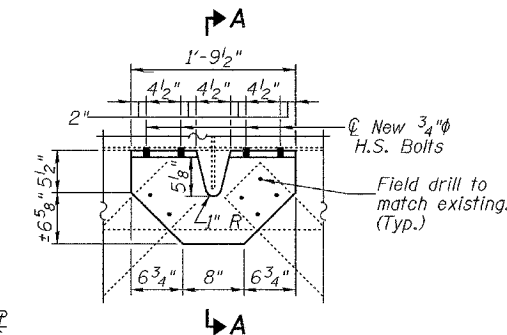
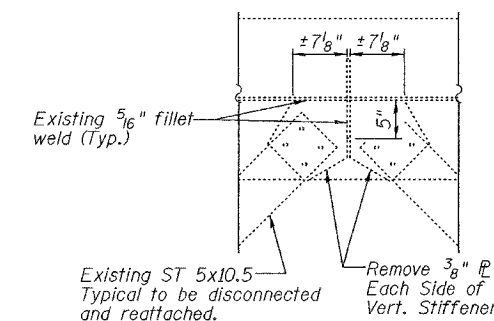
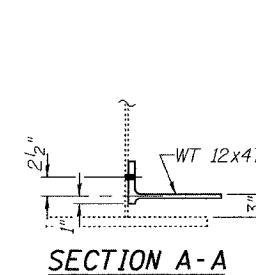
⊙ = Indicates location of longitudinal stiffener modification



Procedure for Repair Detail "A":

1. Cut existing longitudinal stiffener ±4" from face of vertical stiffener and along web as shown, with a 1" R (Min) at Web. Equipment and method of cutting shall be approved by the Engineer. Any method of removal to be used shall ensure that no damage is done to the existing web, vertical stiffener or welds connecting these elements.
2. Remove material between cut and web by grinding and grind smooth at web surface to the satisfaction of the Engineer. Grinding equipment shall be approved by the Engineer. The grinding operation should not gouge the girder web.
3. Remove all burrs from cut end of stiffener. Cut surface shall be ground smooth to the satisfaction of the Engineer.
4. The web surface at the modification shall be inspected using dye penetrant or magnetic particle (MT) methods. Any cracks found shall be identified and reported to the Bureau of Bridges and Structures for further disposition.
5. The exposed steel surfaces shall be cleaned and painted using an aluminum epoxy mastic primer.

Each 4" stiffener removal area is to be considered as one retrofit. Accepted above referenced work will be paid for at the contract unit price each for Stiffener Intersection Modification, which price shall include all materials, grinding, testing, equipment, labor, cleaning and painting.

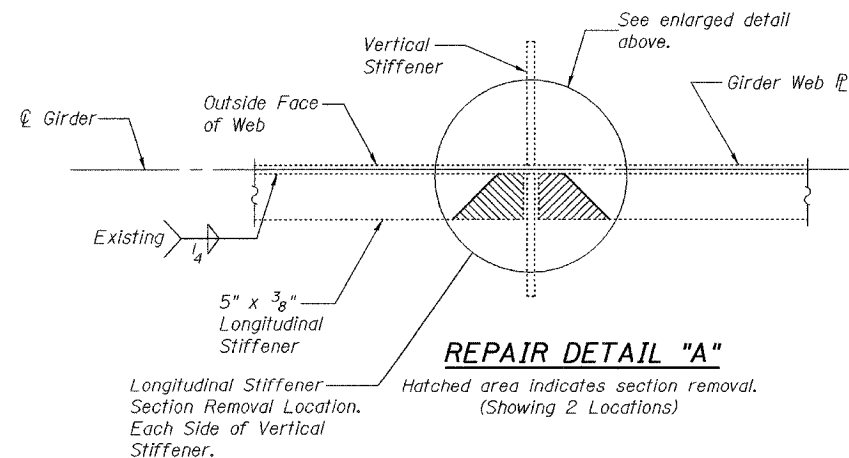


TYPICAL REPAIR DETAIL "B"

(32 Locations)

Notes for Repair Detail "B"

Remove existing horizontal gusset plates shown. Grind cut edge of horizontal gusset plates adjacent to girder web and vertical stiffeners. Grind smooth at web and vertical stiffeners to the satisfaction of the Engineer. Grinding equipment shall be approved by the Engineer. The grinding operation should not gouge the girder web or vertical stiffeners. After grinding, area where horizontal gusset plates were removed shall be inspected for cracks using magnetic particle or dye penetrant testing. Any cracks found shall be identified and reported to the Bureau of Bridges and Structures for further disposition. Cost of all grinding and testing shall be included with Structural Steel Removal.



DESIGNED	J.S.B.
CHECKED	P.S.J.
DRAWN	Drew Christopher
CHECKED	J.S.B. / P.S.J.

EXAMINED	September 7, 2004
EXAMINED	John A. Morris ENGINEER OF STRUCTURAL SERVICES
PASSED	Ralph E. Anderson ENGINEER OF BRIDGES AND STRUCTURES

REPAIR DETAIL "A" AND "B"  
F.A.I. RT. 64  
I-64 OVER WABASH RIVER  
WHITE COUNTY  
SN.097-0003 & 097-0004